

FAIR PRICE FOR PIER, SAYS BEROLZHEIMER

Tammany Men's Friends Will
Give Tramp Steamers Chance,
Chamberlain Explains.

CRITICISMS GET ACTION

City Officials Hasten to Bind
Contract as Investigation
Threat Gains Strength.

City officials were arranging yesterday to bind the bargain which gives a ten year lease for a valuable pier at the foot of East Fourth street to the firm of Carroll, Hagan & Carroll, in which Foster A. Hagan, son of a Tammany leader, is partner.

Whether there was need for haste in making the contract with official seal and bonds was not clear, but it was reported that several citizens' associations asked for light on the contract. This was regarded as indicating the possibility of a taxpayers' suit to annul the bargain.

At the office of the Citizens Union it was stated that executives in that organization had begun an investigation of the award made by the Sinking Fund Commission to the Hagan firm. The union will discuss the transaction next week.

Philip Berolzheim, City Chamberlain, who voted as a member of the Sinking Fund Commission to give the lease to the Hagan firm, defended his action yesterday and declared there was no politics in the deal. It is desirable to give the pier to a stevedore firm, the chamberlain said, because a stevedore is bound to load or unload any boat on application and therefore the pier must be held open.

Ship Men Challenge.

This assertion met with prompt challenge from steamship men, who declared that a stevedore firm may make its pier as exclusive as it wishes by the simple process of fixing exorbitant fees for docking. There is no restriction on the price that may be charged for docking. In the course of normal business the pier operators would be pleased to welcome any steamer wishing to unload a cargo and willing to pay \$250 or \$300 a day for the privilege of docking. But the men in the business said that if for any reason the Hagan firm wished to off a tramper from the pier it could do the way to do it.

General steamship men expressed the

opinion that the city was obtaining fair rental from the Hagan firm, all in fact, that the pier was worth. The annual sum to be paid by Carroll, Hagan and Carroll is \$14,000, plus 7½ per cent. annually of the cost of building the shed and improving the pier, which will amount to an additional \$10,000. The pier is only 391 feet long, which makes it useless for big steamers.

But the steamship men added that these facts do not explain away the strange conduct of the Sinking Fund Commission, which rejected higher bids, declined to put the pier up for public bidding and made the award to the Hagan firm after, it is said, James J. Hagan, the Tammany leader, had gone before the board and demanded consideration for his son's offer.

Mr. Hagan is the close personal friend of Charles F. Murphy, Tammany chief, and leader of the Seventh Assembly District. Fiorello H. La Guardia, President of the Board of Aldermen, who denounces the lease as an outrage and describes it as the richest plum Tammany has picked in many years, said that the elder Hagan went before the city officials in threatening manner and demanded they vote for the lease.

One point which the Citizens Union and other civic associations will emphasize concerns bonding arrangements. They will inquire whether the contract provides that the bond run for the full term of the lease or is for renewal year by year. In the latter event a firm could abandon a contract after a few years if it should prove a losing proposition and after the city had spent \$135,000 in improvements.

Hyman Fought Plan.

The East Fourth street pier lease was awarded the Hagan firm, it was stated, as a sort of conciliatory offering by the Tammany men on the commission. The firm had use of pier 72, foot of East Twenty-fourth street, last year, and it was understood it was to have first chance at a lease on the property. The firm paid \$100 a day and charged \$250 a day. But the lease went to the Maritime Steamship Company for \$40,000 a year, and shortly afterward the Hagan firm put in an offer for the East Fourth street property.

This latter offer met with such stubborn opposition from Mayor Hyman and Mr. La Guardia that it was buried in the commission until Wednesday, when it appeared suddenly, although not on the official calendar, and was shot through in record time and before opposition could be registered.

"In his statement," the City Chamberlain says, "Mr. La Guardia has made it appear that the Sinking Fund Commission, for political reasons, has handed the pier lease to the son of a Tammany leader to curry favor and at the expense of the public."

"While I regard Mr. La Guardia and many of his views very highly, my opinion differs from his considerably in this matter. Never having met Mr. Hagan but once, when he appeared before the Sinking Fund Commissioners, and not knowing his son at all, and not asking

for or expecting political favors of any kind from anybody. I am in an independent position of casting my vote, to the best of my knowledge and ability, as my conscience dictates, and not as any one of the Sinking Fund Commissioners may prefer.

"In this particular case I voted against His Honor, the Mayor, who was afraid that such a lease would establish a monopoly in favor of the lessee. This lease is just exactly the opposite of a monopoly, because a stevedore is bound to load and unload any boat making an application, without discrimination, whereas steamship companies refuse such accommodation to any but its own ships in most cases, and, in fact, are not permitted to re-lease them to anyone else.

"The record and testimony show that during the war, and shortly thereafter, sailing boats, fruit ships and other merchantmen from Liberia and other ports of Africa and Asia had to lay in the harbor for many weeks on account of lack of facilities, and I am convinced that such a lease as the city made with Mr. Hagan's firm will benefit both the shippers and the people of the city, and that such a lease was just the opposite

of what would commonly be called a monopoly.

"No One Wanted It."

"The price of this lease is about \$14,000 per annum, plus 7½ per cent. for repairs, as against \$2,216.02, which was the highest amount of money ever received by the city for this East River pier. Testimony shows that aside from the undesirable condition of the pier itself the street is in a very bad condition and not suitable for shipping.

"For a number of months there was no application for this pier from anybody. This matter was laid over from time to time at the request of Mr. La Guardia, and if other applications had been received from other people for the same pier they would have been considered. I saw no applications of this kind until yesterday, when I refused to consider them, as they came from steamship companies, whereas I was in favor of giving every boat a chance to dock that comes to this port.

"In my opinion the only proper relief for ships is to greatly increase and improve shipping facilities in the lower part of the North River of Manhattan, and especially to develop on a huge

scale Jamaica Bay, after the Government has dredged the channel to a thirty foot depth, which will make New York city the largest port-free port in the world in connection with such a manufacturing and railroad centre as will probably never be equalled again."

Cycle Overturns; Rider Killed.

Middlebrook, June 26.—Harry Silverstein of New York city was killed and Samuel Mirkin of Brooklyn was badly injured when the motorcycle in which they were riding overturned last night near Bridgeville. Mr. Silverstein's twelve-year-old son was thrown clear of the machine and escaped injury.

NAVAL ORDERS.

Special to THE SUN AND NEW YORK HERALD.

WASHINGTON, June 26.—Three naval orders were made public today: Lieutenant-Commander William M. Corry, to duty in connection with fleet aviation aircraft; U. S. S. Pennsylvania; Commander J. R. Gay, to command U. S. S. Asheville; Lieutenant-Commander Frank F. Johnson, to connection fitting out U. S. S. Reno and executive officer when commissioned; Lieutenant-Commander Henry F. Markland, to navy yard, Washington; Commander Mac-

Gillivray Mills, to Naval Academy; Lieutenant-Commander F. L. Bierhoff, to duty as squadron radio officer destroyer squadron 3, Atlantic Fleet; Commander H. R. Stark, to training station, Hampton Roads, as executive officer; Lieut. William A. Sullivan, to navy yard, Portsmouth, N. H.; Commander Wilbur R. Van Aukon, to U. S. S. Oklahoma, as executive officer; Lieutenant-Commander Alfred S. Wolfe, to naval operations, Washington; Lieutenant-Commander Frederick Cerva (M. C.), to United States; Lieut. William O. Baldwin, to U. S. S. Tattler; Lieut. Thomas E. Hipp, to U. S. S. Scorpion; Lieutenant-Commander H. P. Leclair, to U. S. S. Howe; Lieut. (Junior grade) James M. Easter, Supply Corps, to disbursing officer for navy personnel abroad in command Olympic games, then to Bureau Navigation, Washington; Lieut. (Junior grade) Walter E. Hewitt, to duty recruiting station, New York.

Fire Record

A. M. Loss. 1:45—119 W. 125th st.; unknown. Slight. 3:15—65 E. 102d st.; Jacob Golden. Slight. 11:15—63 W. 54th st.; wagon, John McManus. \$150. 11:45—186 Norfolk st.; Sarah Bern stein. Unknown. P. M. 12:20—Marginal st., between Piers 23 and 24, East River; New Haven Railroad Co. Unknown.

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silk lined loosely swathing
model of minimum weight.
Navy blue, castor or black.

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SPORTS COATS

of white brushed wool look
like cool little snowdrifts,
and are as light in weight.

19.75

MISSES' WRAP SHOP—Second Floor

SPORTS OXFORDS

of the new leather-grained
white canvas with black
leather wing tips.

9.50

FEMININE FOOTWEAR SHOP—Third Floor

Lockspun Suits

(REGISTERED)

SUMMERWEIGHT WORSTED JERSEY FOR
WEEK-END AND HOLIDAY SOJOURNS

AS a traveling suit it
is unsurpassed, as a
sports suit unequalled, as a
tailored suit unquestioned.

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Natural Colored Shantung
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Trimmed Straw

16.00

SWIMMING SUITS

Black or Navy Blue
Wool Jersey

9.75

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White Dimity, to Wear With
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Bramley Sweaters

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IN transit from athletic to
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mohair yarn lost weight, re-
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